



# SR 11/Otay Mesa East Port of Entry

## The Project

State Route (SR) 11 and a new federal port of entry (POE) will improve the efficient movement of people, goods, and services between the United States and Mexico. This project includes construction of SR 11, a new four-lane tolled highway, and a new POE located in the unincorporated community of East Otay Mesa within the Otay Subregional Planning Area in the southernmost portion of San Diego County. From the SR 125/SR 905 interchange, SR 11 would extend east approximately 2.5 miles to the proposed Otay Mesa East POE at the U.S.-Mexico border.

SR 11 includes two travel lanes in each direction and a Commercial Vehicle Enforcement Facility (CVEF). Proposed structures include overcrossings at Enrico Fermi and Siempre Viva roads. Caltrans is the lead agency for design and construction of SR 11.

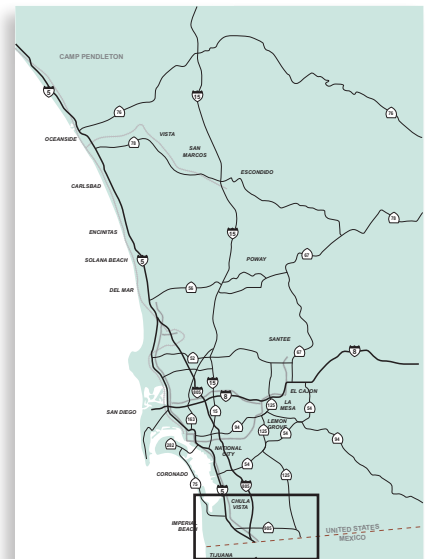
The proposed 100-acre site would be sufficient to accommodate the POE and all the federal agency and security functions currently anticipated for its long-term effective operation.

SANDAG and Caltrans, in partnership with the U.S. General Services Administration (GSA) and U.S. Customs and Border Protection (CBP), are responsible for the design and construction of the new POE.

## Project Costs

Depending on the selected design and year of construction, the cost for SR 11 is approximately \$400 million. The POE facility is estimated to cost \$350 million.

*(Continued on reverse)*



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### **Project Financing**

SR 11 and the new POE are proposed to be financed primarily through the collection of tolls or user fees however loans and/or grants will be pursued for additional funding.

In December 2006, SANDAG in partnership with Caltrans conducted a preliminary financial feasibility assessment for both SR 11 and the new POE. Traffic counts, toll revenue, project cost, and financial risk models were developed for this analysis. Key findings of the study concluded that the toll option is a potentially good investment provided that there are sufficient external resources to cover the capital and Operations and Maintenance (O&M) costs of the POE.

### **Project Legislative Approvals**

At the national level, a Presidential permit is required for any new border crossing or “new piercing of the land border” between the United States and Mexico or Canada.

In January 2008, Caltrans submitted a Presidential Permit application to the U.S. State Department. The permit was approved in December 2008.

At the state level, on September 30, 2008, Governor Arnold Schwarzenegger signed, Senate Bill 1486 (SB 1486, Ducheny), the Otay Mesa East Toll Facility Act. SB 1486 provides SANDAG authority to issue bonds for acquisition, construction, and completion of transportation facilities (SR 11 and Otay Mesa East POE) and to impose tolls and user fees for repayment of the bonds, and the cost for capital improvements.

At the local level, the SANDAG Board of Directors approved the innovative financial strategy for the project at its October 23, 2009 meeting.

### **Project Status**

Caltrans, in collaboration with GSA, CBP, and SANDAG, engaged the architectural firm, Siegel and Associates, to undertake the Program Development Study (PDS) for the POE. The final PDS was completed in July 2011.

Additionally, the project team has expanded to include: Barclays Capital as the Senior Investment Underwriters for the project; Lindborg & Mazor LLP as the project legal counsel; Public Financial Management (PFM) as the project financial advisor, and IBI Group as the Intelligent Transportation Systems (ITS) consultants to complete the ITS Pre-Deployment Study. SANDAG and Caltrans, in collaboration with Secretaría de Comunicaciones y Transportes (SCT), have selected C&M Associates to conduct a unique binational Investment Grade Traffic and Revenue Study (T&RS) for the SR 11 and Otay Mesa East-Mesa de Otay II POE.

Caltrans currently is in the environmental stage as the lead agency for SR 11 and the new POE. Environmental clearance will be completed in two phases. In January 2008, Caltrans submitted a Draft Program Environmental Impact Report / Phase 1 Environmental Impact Statement (PEIR/PEIS). The Final Phase 1 PEIR/PEIS was completed on August 22, 2008, and received approval/Record of Decision by Federal Highway Administration (FHWA) on October 3, 2008. The corridor footprint identified in the PEIR/PEIS provides the opportunity to work with the County of San Diego and the property owners to preserve the Right-of-Way for SR 11 and POE. Design/Right-of-Way completion is scheduled for 2011.

The Tier 2 EIS/EIR or project specific phase of environmental/engineering studies is currently being finalized following a public comment period that closed in January 2011. A Record of Decision (ROD) is expected in spring 2012.